

AMENDMENTS TO THE CLAIMS

A detailed listing of all claims that are, or were, in the present application, irrespective of whether the claim(s) remains under examination in the application are presented below. The claims are presented in ascending order and each includes one status identifier. Those claims not cancelled or withdrawn but amended by the current amendment utilize the following notations for amendment: 1. deleted matter is shown by strikethrough for six or more characters and double brackets for five or less characters; and 2. added matter is shown by underlining.

1. (Currently Amended) An aircraft landing gear including a noise-reducing element that includes

_____ an air-deflecting surface wherein said air-deflecting surface includes a first region encompassing no apertures and a second region encompassing at least ten apertures, the area covered by the first region having a minimum dimension that is at least as great as the maximum dimension of the area covered by the second region, and

_____ an airflow-reducing region having more than 10 apertures through which, in use, air may pass,

_____ whereby the noise-reducing element is able in use to deflect air away from a noise-generating region of the landing gear, whilst allowing some air to pass through the element, thereby reducing the noise caused by the passing of the landing gear through the air.

2. (Original) An aircraft landing gear according to claim 1, wherein the noise-reducing element includes at least 50 apertures.

3. (Original) An aircraft landing gear according to claim 1, wherein the apertures are in the form of perforations.

4. (Original) An aircraft landing gear according to claim 1, wherein the arrangement of the apertures across the air-deflecting surface is non-uniform.

5. (Cancelled)
6. (Currently Amended) An aircraft landing gear according to claim [[5]] 1, wherein the first region is near to the periphery of the air-deflecting surface.
7. (Original) An aircraft landing gear according to claim 1, wherein the airflow-reducing region is disposed between two regions defined by the air-deflecting surface.
8. (Original) An aircraft landing gear according to claim 1, wherein the airflow-reducing region covers an area, which would, if the airflow-reducing region were replaced with an extension of the air-deflecting surface, cover at least one stagnation point or cover at least the majority of a stagnation line.
9. (Original) An aircraft landing gear according to claim 1, wherein the noise-reducing element is so arranged that in use it shields at least a part of the landing gear.
10. (Original) An aircraft landing gear according to claim 1, wherein the noise-reducing element is in the form of a fairing that covers at least a part of the landing gear.
11. (Original) An aircraft landing gear according to claim 1, wherein the landing gear is movable from a stored position to an operative position.

Application No. 10/533,376

12-20. (Cancelled)